

INFORMATION REPORT

CD NO.

COUNTRY East Germany

DATE DISTR 7 October 1952 25X1

SUBJECT Status of the Tracks in the Berlin Regional Railroad District

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(LISTED BELOW)SUPPLEMENT TO
REPORT NO.

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The following information on the status of the permanent way of the railroad
lines in the Berlin regional railroad districts

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Type of Rails Used	Status of Permanent Way of Main through Tracks	Slow-Down Sections	Status of Permanent Way of Station Tracks	
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1. Berlin-Schneuchen Line:
87/57/9 Most of the ties are of iron; they are over age and tend to break. However, safety requirements are met for present use.
- None Ties are in poor condition; safety of traffic is guaranteed.
2. Berlin-Kustrin Line:
49/51 Safety requirements are met. None Ties between km markers 4.8 and 6.99 are faulty. Replacement of ties is scheduled for 1953. Some of the ties are overage.
- Safety requirements are met, although many of the ties at the Berlin-Lichtenberg railroad station are in poor condition and switches are about worn out. Increased replacement of ties and switches is required in the coming years.
3. Berlin-Frankfurt/Oder Line:
41/59 Safety requirements are met. None The quality of the ties suffered from repeated conversion of tracks from standard to Soviet gauge and vice versa, particularly between km markers 24.4 and 25.4, 32.0 and 47.0, 55.0 and 58.0; the ballast is dirty between km markers 63.7 and 65.7.
- Safety requirements are met. Ties are considerably overage and must be replaced at an increased rate in the coming years.

CLASSIFICATION

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1. Hoppegarten - Alt-Hansberg Line:

6. Safety requirements for existing demands are not met. Ties are over-age and some of them are rotten in the center.

None

Safety requirements are not met. Position of rails is poor and ties are so badly worn that reconditioning work cannot be done.

2. Fredersdorf - Ruedersdorf Line:

8/15 Safety requirements are met.

None

Safety requirements are met. Ties are in poor condition.

3. Strausberg - Herzfelde Line:

6. Safety requirements for existing demands are met. Ties tend to rot at the center.

None

Safety requirements are met. Position of rails is poor, and ties are in such poor condition that reconditioning work cannot be done.

4. Dahmsdorf - Huencheberg - Buckow Line:

6. Position of rails is poor, as the permanent way is too weak to carry the required loads.

None

Same status as of main through tracks.

5. Fuerstenwalde-Dolgelin - Briesen Line:

10a and 11. Position of rails is poor as the permanent way is too weak to carry the required loads. Ballast on some sections of the line is poor, as earth was utilized instead of gravel. Ties tend to rot at the center.

Between km marker 40.4 and 51.2 (10) and 59 and 85 (10)

Safety requirements are maintained only by continuous maintenance work.

6. Kuestrin - Frankfurt/Oder Line:

8/15/49 Some of the small iron fittings are worn out.

None

Safety requirements are met.

7. Hermsdorf - Frankfurt/Oder Line:

6/8/15/49 Safety requirements are met.

None

Safety requirements are met. Replacement of ties required at the Seelow, Dolgelin and Briesenfliess railroad stations.

8. Frankfurt/Oder - Guben Line:

15/59 Safety requirements are met.

None

Safety requirements are met.

9. Frankfurt-Gottbus Line:

15/16 Safety requirements are not met. Lack of uniformity of gauge because of loose ties between km markers 127.5 and 129; 135.5 and 137; and 144.9 and 146.9.

None

Safety requirements are not met.

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TRANSMISSIONS OF DETAILS ONLY

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10. Bahnsdorf - Huenchborg - Hasenfelde Line:

11/6

Safety requirements are met. Position of rails is poor, as the permanent way is too weak to carry the required loads. Ties tend to rot at the center.

None

Same status as main tracks.

11. Fuerstenwalde - Beeskow Line:

10a

Safety requirements are met. None Ties tend to rot at the center.

Safety requirements are met.

12. Berlin - Cottbus Line:

6/15/49

Safety requirements are met. Part of the ties are over-age.

Between km marker 7.1 and 8.3(10); 9.3 and 11.4 (10)

Safety requirements are met. Ties on several tracks at the Schoeneweide marshaling yard are in very poor condition.

13. Koenigswusterhausen - Grunow Line:

6/6/15

Safety requirements are met. Part of the ties are in very poor condition. Small fittings are worn out.

None

Safety requirements are met.

14. Koenigswusterhausen - Mittenwalde - Zossen Line:

6/8/15

Safety requirements are met. Part of the ballast is in poor condition.

Between km markers 31.9 and 30

Safety requirements are met. Ties and small iron fittings are in poor condition.

15. Mittenwalde - Toepchin Line:

5/6

Safety requirements are met. Ties tend to rot at the center. Part of the small iron fittings are worn out.

None

Safety requirements are met.

16. Berlin - Dresden Line:

h9

Safety requirements are met.

None

Safety requirements are met.

17. Zossen - Jueterbog Line:

8/15/17

Safety requirements are met.

None

Safety requirements are met.

18. Berlin - Halle Line:

h9

Safety requirements are met. Between km markers points 6.9 and 50, ties are in poor condition.

Between km markers 41.97 and 47.19(70)

Safety requirements are met. Ties on tracks No 4 and 6 at the Jueterbog station are being replaced.

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22.	Teltow - Teltow-West Line:		
6	Safety requirements are met. Ties are worn out.	Between km markers 1 and 8 (10)	Adequate, Poor ties.
23.	Luckenwalde - Hohenseefeld (narrow-gauge) Line:		
	Safety requirements are met. The weak railroad needs continuous maintenance work.	None	Same status as main tracks.
24.	Jüterbog - Salmé (narrow-gauge) Line:		
	Same status as Luckenwalde - Hohenseefeld line.	None	Same status as through tracks.
25.	Jüterbog- Falkenberg Line:		
9/49	Safety requirements are met. Part of the ties are loose.	None	Safety requirements are met.
26.	Berlin-Wiesenburg Line:		
15/49	Safety requirements are met. Ties are worn out.	None	Safety requirements are met.
27.	Berlin-Magdeburg Line:		
11/49	Safety requirements are met. Small iron fittings and ties worn out.	None	Safety requirements are met.
28.	Treuenbrietzen - Belzig - Brandenburg - Rathenow - Neustadt - Lehninberg Line:		
10a/6/8	Ties are in very poor condition. Safety requirements are effected by slowing down.	Between km markers 0 and 22.4(30); 25 and 29.5(20), 32 and 34.3(20), 39.40 and 40.4 (20), 0.70 and 15 (30), 27 and 30.8 (15)	The tracks are in a poor condition because ties are loose.
29.	Berlin - Stendal Line:		
25/49	Safety requirements are met. Within the area of the city of Berlin, the permanent way and the ballast of the line are in very poor condition.	None	Safety requirements are met.
30.	Berlin-Nordostbahn Line:		
10/49	Safety requirements are met. Ballast and tie supports are bad.	None	Safety requirements are met.
31.	Haven - Kröpelin (narrow gauge) Line:		

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1.	2.	3.	4.
1.	Maintenance work is difficult because permanent way construction materials are not available. Small iron fittings are worn out.	None	Same status as through tracks.
32.	<u>Nauen - Krakauer Tor Line:</u>		
17)	Safety requirements are met. Ties and small iron fittings are subjected to an excessive strain.	None	Safety requirements are not. Ties are in poor condition.
33.	<u>Ruethehof - Ketzin Line:</u>		
6.	Safety requirements are met. Same status as Nauen - Krakauer Tor line.	None	Safety requirements are met. Ties are in poor condition.
34.	<u>Roskow - Brandenburg (Silekanal) Line:</u>		
11/6	Safety requirements are met. Same status as Nauen - Krakauer Tor Line.	None	Safety requirements are met. Ties are in poor condition.
35.	<u>Jueterbog-Treuenbrietzen-Wildpark-Nauen-Kremmen-Oranienburg Line:</u>		
8/15/49	Safety requirements are met. The overage steel ties tend to break.	None	Safety requirements are not.
36.	<u>Nauen-Velten-Oranienburg Line:</u>		
11/6/5/8	Ties are very loose and small iron fittings worn out, ballast in poor condition. Safety requirements are met by slowing down.	Between km markers 0 and 7.7 (30) 25.1 and 25.5 (30)	Safety requirements are met. Ties are in poor condition.
37.	<u>Kremmen-Neuruppin Line:</u>		
6/10a	Safety requirements are not. Ties tend to rot at the center.	Between km markers 26.1 and 30 (15)	Ties are in poor condition.
38.	<u>Berlin-Moestrelitz Line:</u>		
6/6/1/15	Safety requirements are met.	Between km markers 26.2 and 26.4 (30)	Safety requirements are met.
39.	<u>Berlin-Anermendo Line:</u>		
49	Safety requirements are met.	None	Safety requirements are not.
40.	<u>Hofberg-Lichtenberg Line:</u>		
6	Safety requirements are met. Ties tend to rot at the center.	None	Safety requirements are met. Ties are in poor condition.

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1.	25	3.	4.
1.1. <u>Berlin-Wittenberge Line:</u>			
6	Safety requirements are met. Ties are overage.	Between km markers 10.2 and 10.5 (10)	Safety requirements are met. Ties in poor condition.
1.2. <u>Haseloff-Große Schönebeck Line:</u>			
6	Safety requirements are met. Ties tend to not sit at the center.	None	Safety requirements are met. Ties are in poor condition.
1.3. <u>Paulinenau-Neuruppin Line:</u>			
6/8	Safety requirements are met. Small iron fittings are considerably worn out.	None	Safety requirements are met. Ties are in poor condition.
1.4. <u>Friedrichsfelde-Tegel Line:</u>			
10a	Safety requirements are met. Ties and small iron fittings are worn out.	None	Ties in poor condition.
1.5. <u>Berlin Outer Freight Ring:</u>			
15/11/9	Safety requirements are met. Ties are in poor condition. The permanent way is rather weak in the Schönwalde-Lenskendorf section.	None	Safety requirements are met.
1.6. <u>Southern Section of the Berlin Outer Freight Ring:</u>			
	Safety requirements are met. None Ties are in poor condition in the Grossbeeren-Michenstorf section.		Safety requirements are met.
1.7. <u>Inner Freight Ring:</u>			
	Safety requirements are met. None		Safety requirements are met.
1.8. <u>Berlin Interurban Railroad System:</u>			
16/11/8	Safety requirements are met. Wheels of vehicles from park are worn out.	Therefore, there are slow-down places on the way to Oranienburg.	Safety requirements are met.

2 [redacted] Comment

Detailed information on the poor status on the Leizig-Brandenburg railroad line (item 18 of the present report) was transmitted previously. [redacted]
 The figures in parentheses in column 3 of the report (show down sections) indicate the speed limit in terms of km/h (km/h per the line sections concerned).

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The short-term regulations valid in the Berlin regional railroad district during the period from 1 through 14 June indicate that the ties and rails of nearly all the lines in the Berlin regional railroad district are overage and require replacement. It is interesting to note that defects were observed in the northern and southern sections of the Berlin Outer Freight Ring, although they were completed in 1950 and 1951. This is the consequence of using wood rails and ties for the construction of this line.

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